



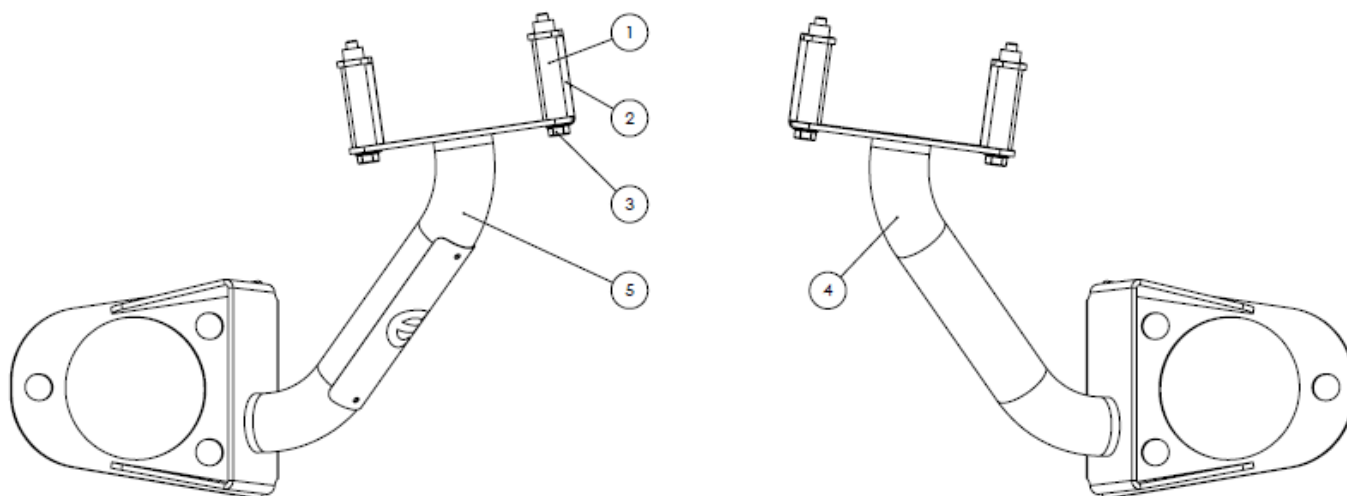
Installation Instructions

STRUT BRACE KIT

2014-2016 DODGE CHALLENGER 5.7L HEMI (SHAKER EDITION)

Part Number P5160082AB

www.mopar.com



Call Out	Description	Qty.	Service Part (Y/N)	Part Number
1	COMPRESSION SLEEVE	4	N	343111
2	L-BRACKET	4	N	340058
3	M6 x 60mm FLANGE BOLT	4	N	345009
4	MOPAR STRUT BRACE (LH)	1	N	344069M
5	MOPAR STRUT BRACE (RH)	1	N	344070M
6	I-SHEET (<i>this document</i>)	1	N	K6862452AB
No.	Tools Required	Qty.	Service Part (Y/N)	Part Number
1	UNIBIT 3/16" thru 1/2"	1	N	
2	MOPAR CORROSION INHIBITOR	1	Y	5179671AA
3	TAPE OR BUTYL RIBBON	1	N	

For technical assistance regarding MOPAR Performance Accessories, please call toll-free 1-888-528-HEMI (528-4364).

IMPORTANT:

Read and understand these instructions BEFORE attempting to install this product.

1) Getting Started

- a) If engine has run within the past two hours, open the hood and allow it to cool down.
- b) Make sure the vehicle is parked on a level surface.
- c) Set the parking brake.
- d) Open the Strut Bar kit and make sure all parts are included.

2) Removal of the Shaker Scoop and Base Plate

- 1) Remove the four (4) nuts holding the scoop on-to the baseplate using Shaker nut driver or equivalent.



- 2) Remove the five (5) fasteners holding the baseplate to the bracket with an M10 socket. **NOTE:** To assist with re-assembly, mark the location of the baseplate to help with scoop alignment to hood.



- 3) Loosen the band clamp with an M8 socket on the drivers side of the baseplate and remove duct from baseplate.



- 4) Access to factory brace for drilling shown.

3) Installation of the Strut Braces



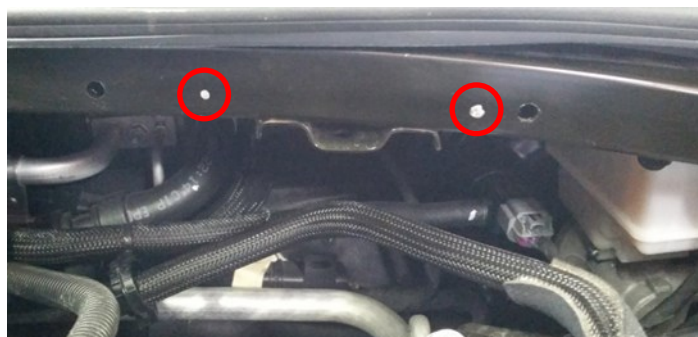
5) Locate and remove the plastic strut covers on the driver's and passenger's side. These covers will not be reused with this kit. Remove the three (3) nuts on each strut tower.

6) Temporarily install the Strut Braces on top of the strut towers and tighten the three (3) fasteners on each tower until just snug to hold them in position.



7) On driver's side, lift the cowl closeout panel to allow the brace mounting plate to rest against the factory brace frame.

8) Mark the location of four (4) holes to be drilled (two (2) on each side) and then remove the Strut Braces.



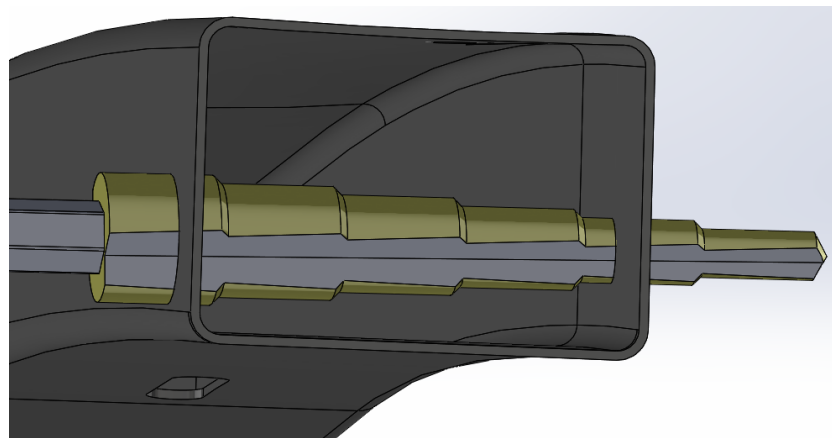
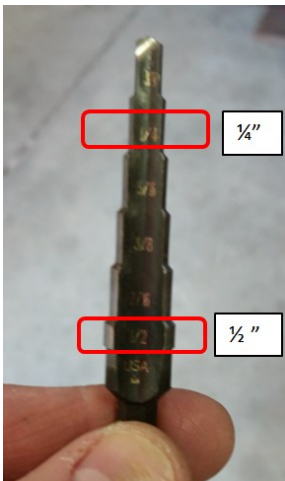
9) Brace hole locations marked on factory brace



10) Cover the engine to protect from chips and to aid in clean-up and then Center Punch the locations to be drilled - four (4) places.

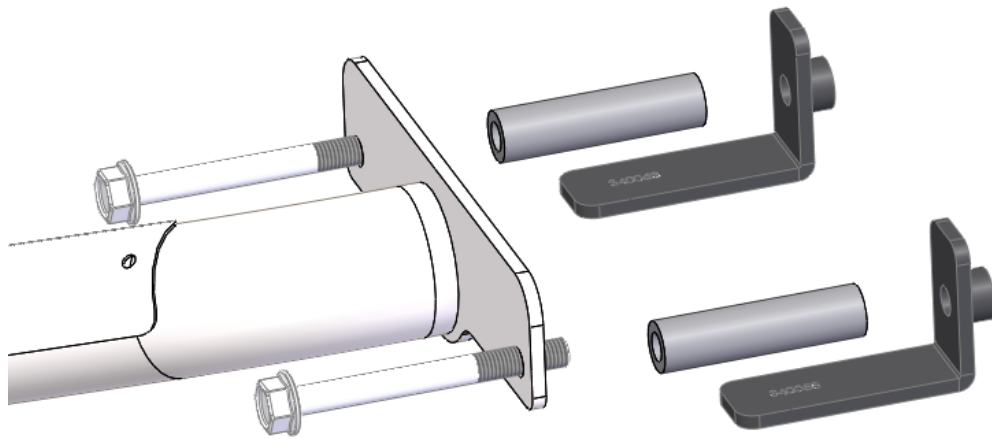


11) **Critical Step:** Drill an 1/8" pilot hole through the front and back of factory brace. **CAUTION: Note location of wiring harness attached to the brace on both driver's and passenger's side— damage to the harness can result from drilling. Take measures to protect wiring!** IMPORTANT: Keep the drill level and square to brace. Drilling at an angle may prevent the proper alignment of the fasteners and flag nuts on the back of the brace. Apply a small amount of grease To the drill bit to help capture chips.



(Cut-away view)

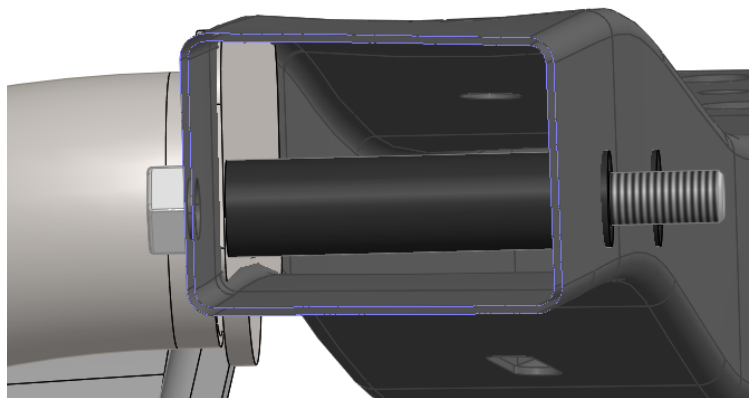
12) It is recommend to use a No. 2 step drill. Use the 1/4" for the **Rear** of the brace and 1/2" for the **Front** of the brace. Using the 1/8" pilot hole, drill progressively, increasing the size of the holes until the desired hole dimensions are obtained. Apply grease in the chip relief groove to help capture chips. **Caution** – Sharp edges may result. De-bur and vacuum the area after drilling. Clean the area and apply MOPAR Corrosion Inhibitor 5179671AA.



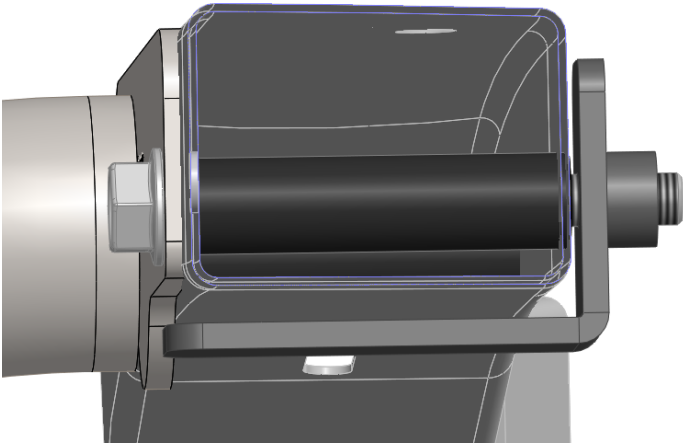
13) Fastener Assembly



14) Insert the compression sleeves into the $\frac{1}{2}$ " holes in the factory brace. **Caution:** The compression sleeve can fall into brace if inserted too far. (Apply tape or Butyl on bushings to prevent it from falling into the cross brace.)



15) Position the strut brace on the strut tower and against the factory brace and install the M6 hex head bolts through brace, into the compression sleeve and out the rear hole of the factory brace.



16) Position the L-Bracket behind the factory brace and start threads. Install and torque the three (3) strut tower nuts to 40Nm (30ft-lb). Tighten and torque the two (2) brace bolts to 11 Nm (8.1 ft-lb) Repeat the procedure on the second Strut Brace.



17) Mark and trim the cowl closeout panel if desired.

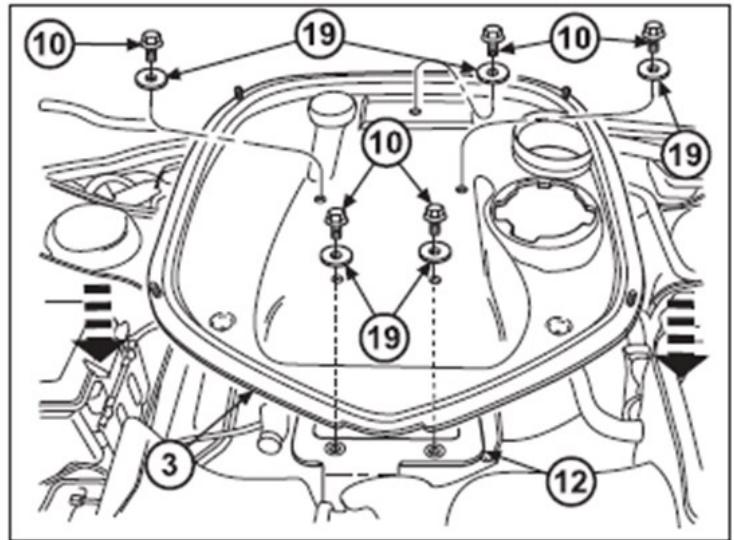


18) Strut Braces Installed

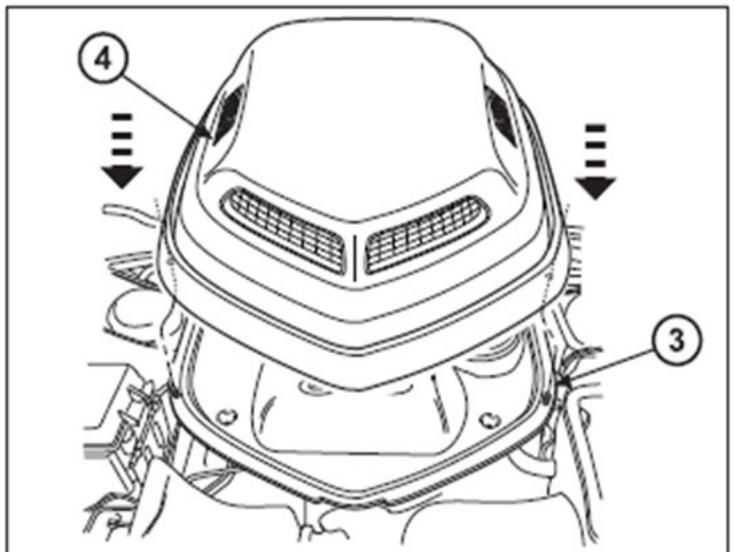
19) Reverse the procedure for installing the Shaker scoop. If necessary use the following procedure for installation/alignment of the scoop.

Place base plate assembly (3) on mounting bracket (12) and assemble five M6 screws (10) and five washers (19), finger tight securing base to bracket.

NOTE: Screws are to be left finger tight for proper adjustment of hood scoop base. There should be enough "drag" to keep baseplate from moving easily. Not too much that it can not be moved.

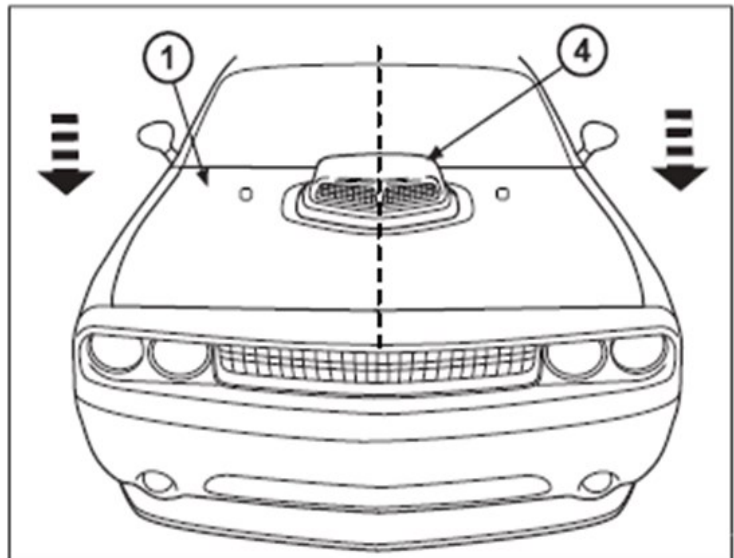


Install hood scoop (4) over base (3) studs snug tight.



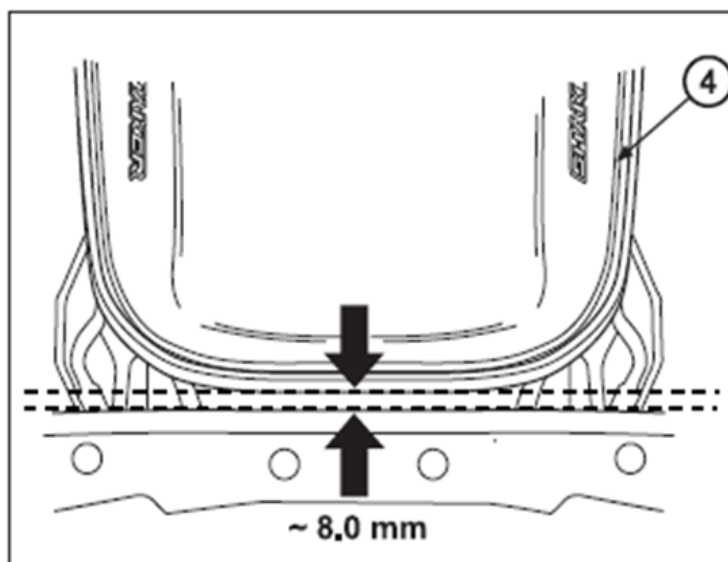
Close hood slowly and adjust hood scoop (4) with center of hood, adjust for best fit. If hood scoop is out of line, open hood and readjust hood scoop base. Repeat this procedure and check again.

NOTE: Seal should fit slightly tighter at the front. Visually examine seal for alignment. Shaker can be adjusted $\pm 6.0\text{mm}$.



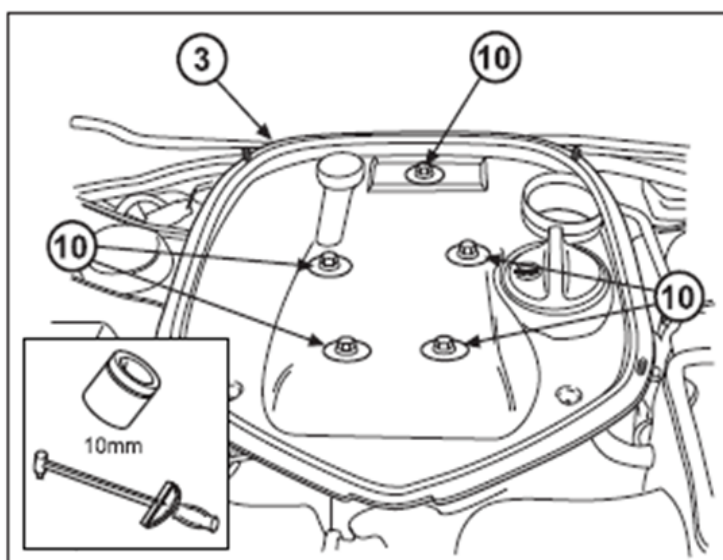
Once hood scoop (4) is aligned for best fit with hood closed, open hood and check distance between hood scoop and firewall weatherstripping. Ensure there is ~8.0 mm gap between the two.

If the distance is too tight, readjust hood scoop base and repeat this step.

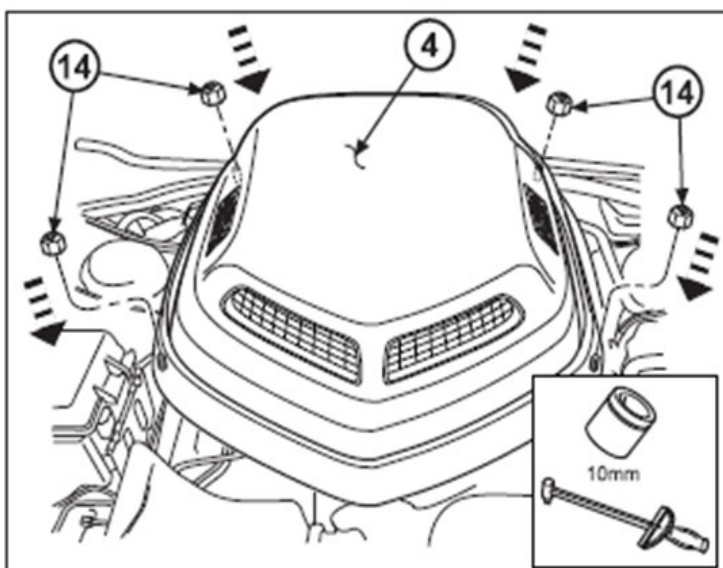


Open hood and gently remove the hood scoop, taking care not to move baseplate.

Using a 10mm socket, torque Base plate to bracket screws (10) to 5 N.m. (44 in-lbs.)



Reinstall hood scoop (4). Fasten four M6 stainless steel cap nuts (14) with a 10mm socket. Torque to 4 N.m. (35.4 in-lbs.)





20) Shaker Scoop and Strut Braces Installed

4) Re-assemble the vehicle

- a) Inspect all MOPAR Strut Brace components proximity to A/C lines, dip sticks, hoses for ample clearance.
- b) **Tighten all fasteners and Hose clamps.**
- c) Inspect the engine bay for any loose tools.
- d) Start the engine and allow it to idle, and then perform a final inspection before driving the vehicle.

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